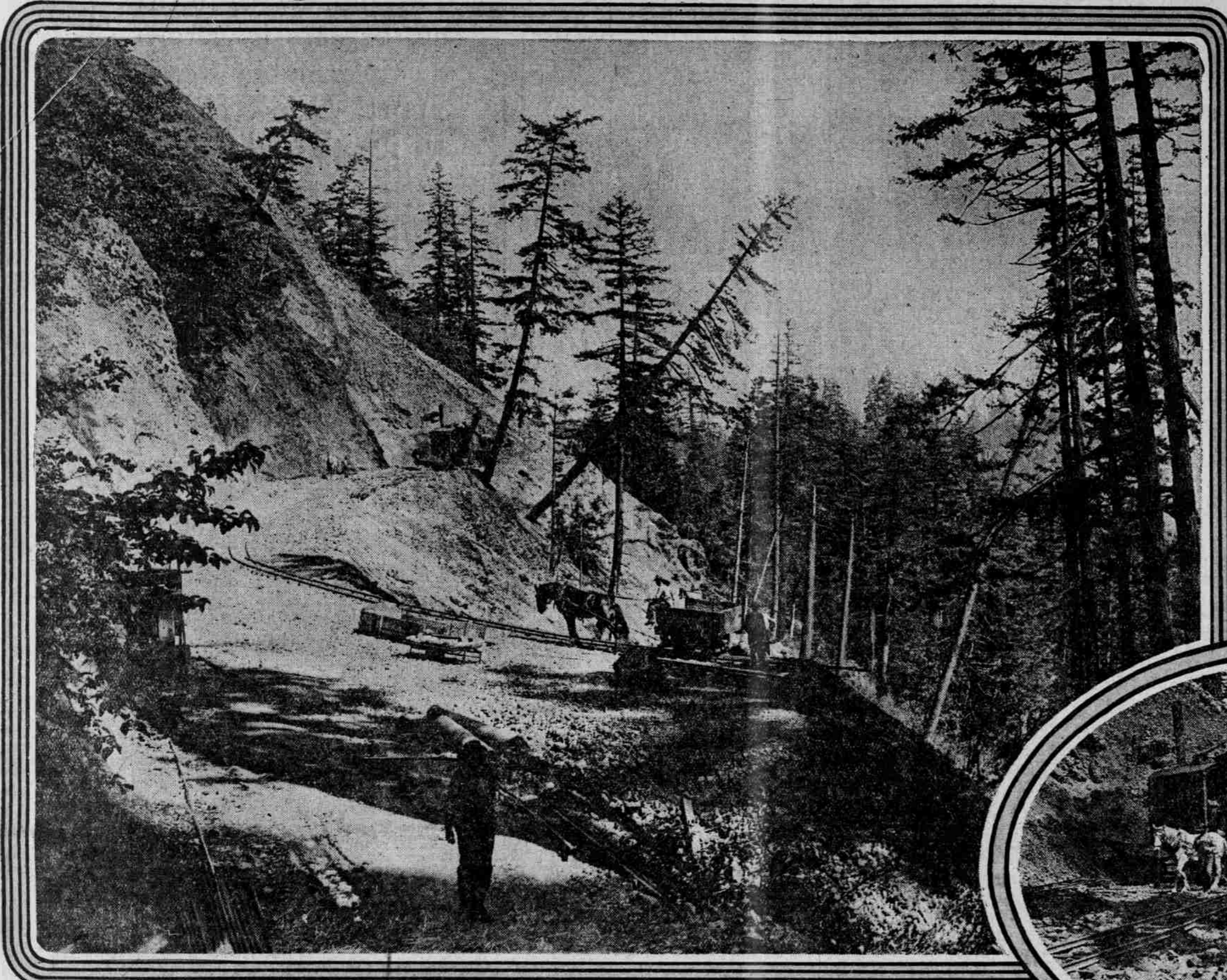
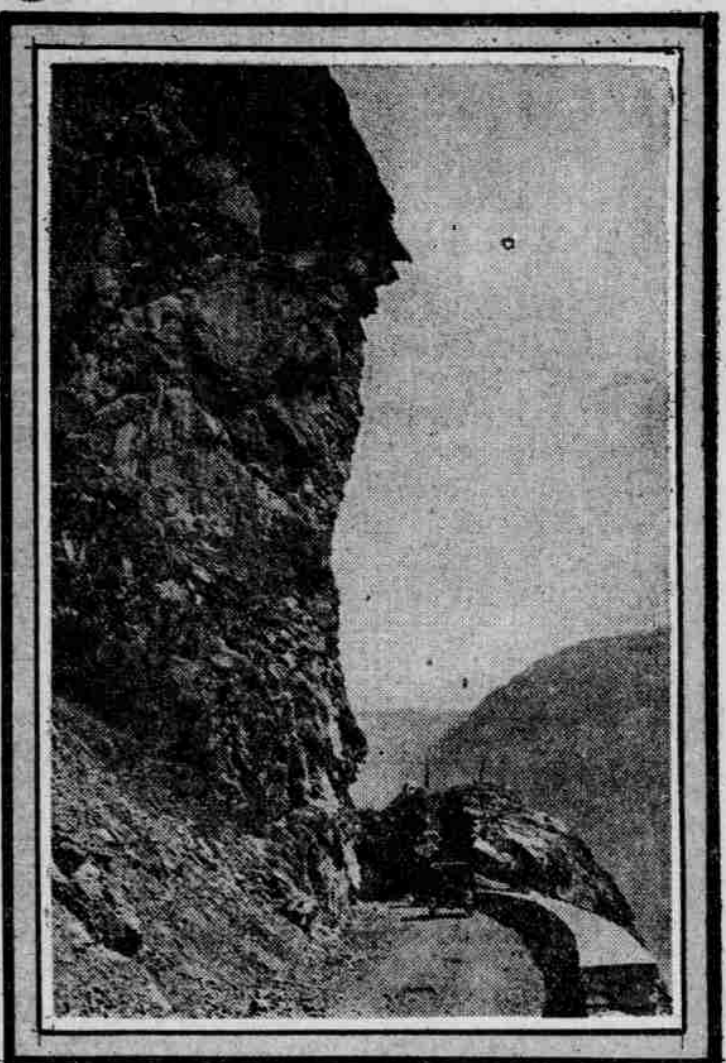


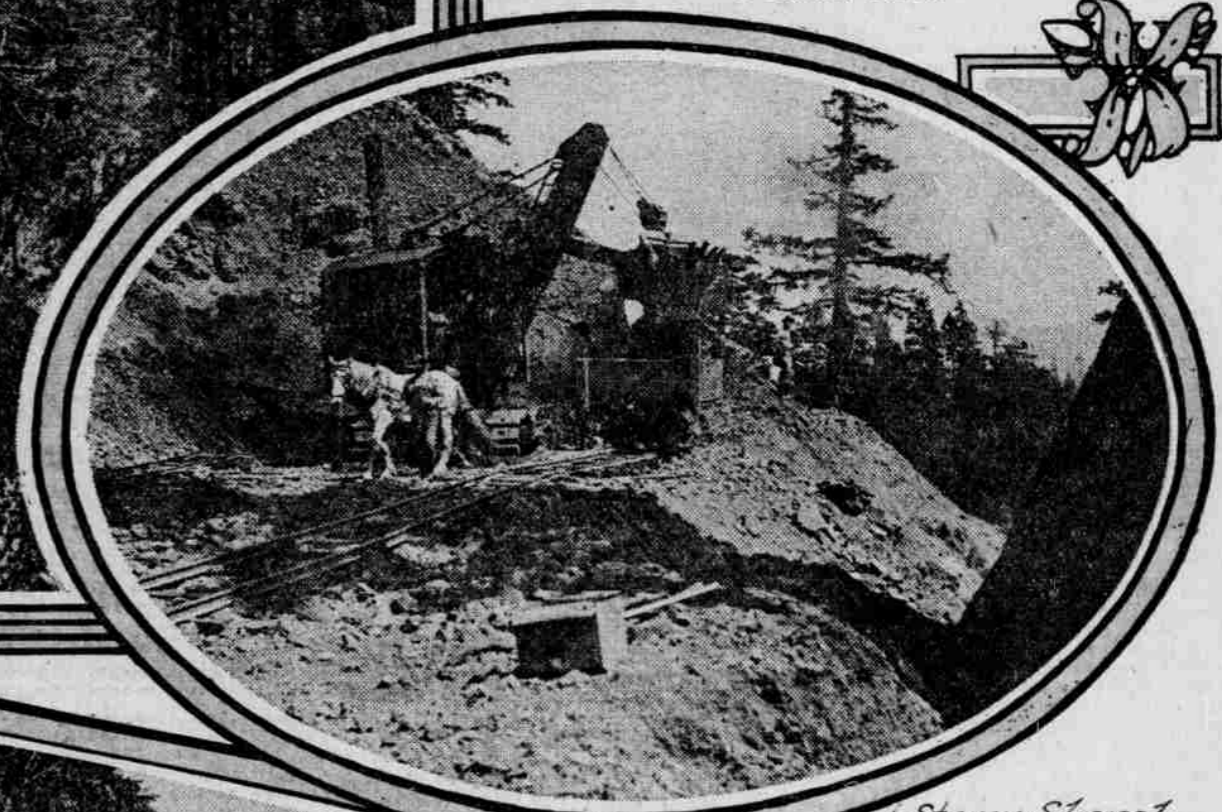
Building the North Bank Highway East of Stevenson



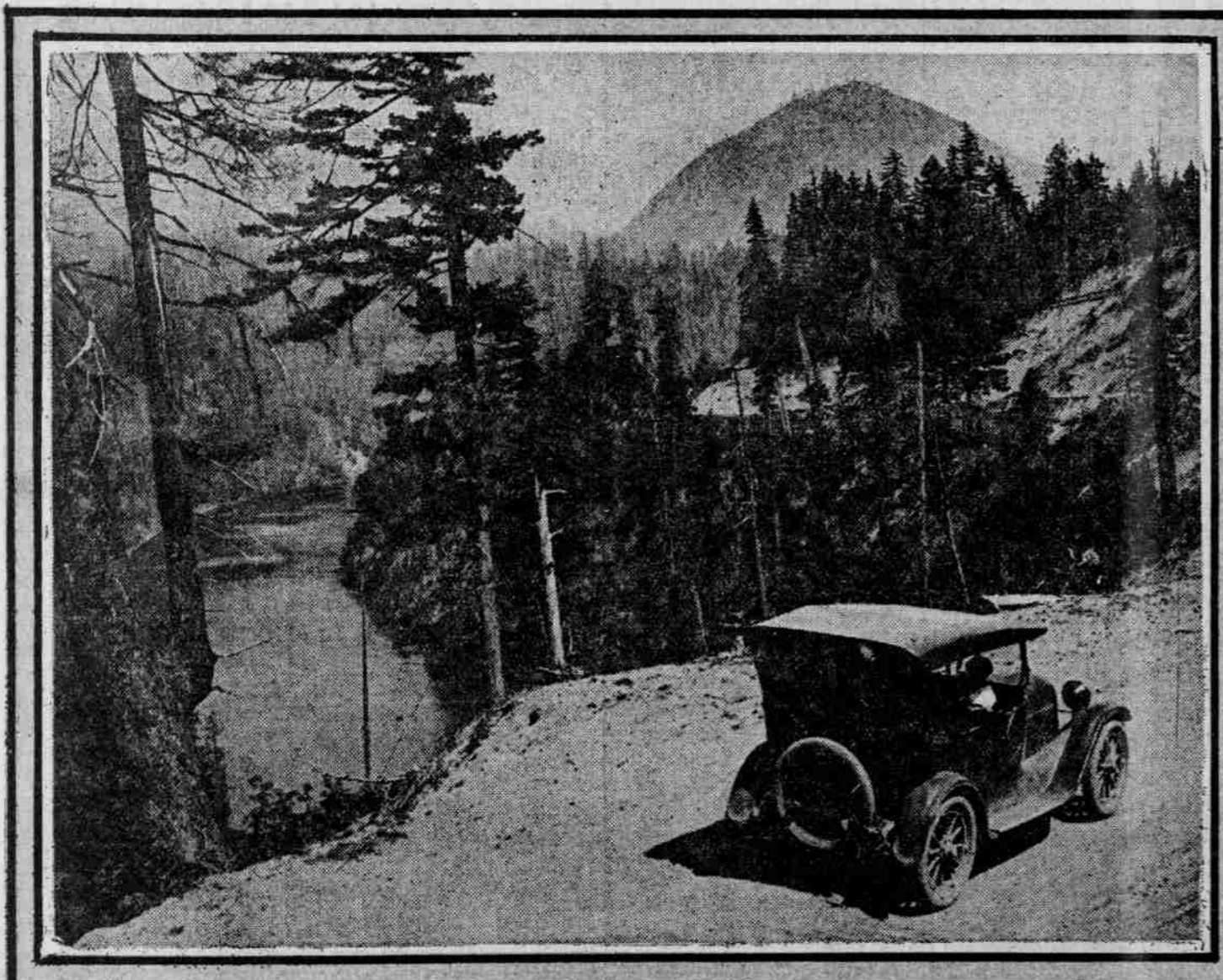
At Grade Work East of Cooks.



A Rugged Point East of Wind Mountain.



Steam Shovel Taking a 'Bite' Out of the Mountain.



Overlooking Beautiful Wind River. Wind Mountain in Background.



A Section of the New Grade.

BY H. W. LYMAN.

UPON the North Bank highway in Washington, just east of Cooks, on the route from that point to White Salmon, there used to be one of the most startling roads in all this part of the country. For three miles the road, wide enough for one car and sometimes hardly wide enough for that, with turn-outs for passing other cars at but rare intervals, and with hairpin turns so sharp and narrow as to make the motorist's teeth chatter, wound around the mountain side above the Little White Salmon river. Motorists who have made that trip need no further description, if as

much, for they have already identified the road. It is not an exaggeration to say that it was comparable to the Mount Rainier road around Ricksecker point, a little wider, perhaps, but possessing the disadvantages of being a two-way road instead of a one-way, as is the Mount Rainier road, so that the motorist was forced to expect a car coming in the opposite direction to dash around each point as he approached it. Speaking in a rough and western manner, the driver could lean out from his seat and exhortate down a hundred feet or so almost anywhere.

For already the road is a thing of the past. Work of widening the grade to standard width and of making minor changes in the grade and in the locations so as to eliminate former steep grades and sharp curves has already begun, and by this fall the motorist will be able to drive over this road in perfect ease and to laugh in glee as he recalls the road as it used to be. Until the new road is finished, however, the North Bank road above Cooks will continue to be closed, as it has been for some weeks past, making it impossible to reach White Salmon or Underwood by the North Bank

gon side and making use of the Columbia River highway from Cascade Locks to Hood River.

Trip Made With Engineer.

To see what Washington is doing to improve its North Bank road and make it a fitting complement to the Columbia River highway, the writer made the run to Cooks and thence over the new work one day last week with R. M. Gillis, state highway engineer for the southwest district of Washington, with headquarters at Vancouver. On the trip other points on the road where work is in progress were visited and a comprehensive idea secured of the development of this road which runs east-

ward from Vancouver to Cooks and eventually will follow the north bank of the river as far as Lyle, Wash., and perhaps further. The grading job at Cooks is the most important work now in progress, although several other smaller jobs are under way, while at least one important piece of construction is planned for the near future.

Going eastward from Vancouver, the first construction work encountered was the paving operations at the Biddle cut-off, a few miles west of Camas. When the Vancouver-Camas section was paved this cut-off, approximately a mile and one-half of new grade, was left to allow for further settling and the old road was continued in use. This spring work of paving this gap was begun and within a few days the final concrete will be poured. The curing process will require a month or so, however, so that it will be about August 1 before this new section is open to travel. This will make the paving complete all the way from Vancouver to Camas.

From Camas to Washougal the gravel road is in good condition, and it is impossible for motorists to drive further eastward. This point marks the starting of the new work, in which three miles of the old road is being widened and improved. This is the section that in former days was a terror to motorists. Within the three miles the road climbs from Cooks, which is located on the Columbia and practically at the water level, up the west side of the Little White Salmon canyon. The Little White Salmon is one of the most rugged streams in that part of Washington, descending to the Columbia in a continuous series of rapids and water falls, and the canyon through which it flows is of equally rugged character. The west side particularly is steep and rough, in many places almost perpendicular.

East of Stevenson, between that point and Cooks, a considerable amount of gravel surfacing has already been done this year, while more work of this kind is in progress. The result of this work already has been to make this section of the road better than it has ever been before. The gravel surface, in fact, is as smooth as pavement and the road is wide and solid throughout.

At Cooks the road now comes to

an end and it is impossible for motorists to drive further eastward. This point marks the starting of the new work, in which three miles of the old road is being widened and improved. This is the section that in former days was a terror to motorists. Within the three miles the road climbs from Cooks, which is located on the Columbia and practically at the water level, up the west side of the Little White Salmon canyon. The Little White Salmon is one of the most rugged streams in that part of Washington, descending to the Columbia in a continuous series of rapids and water falls, and the canyon through which it flows is of equally rugged character. The west side particularly is steep and rough, in many places almost perpendicular.

With the work now progressing in satisfactory manner it is expected to have the entire job completed by the middle of August and to throw the road open to travel at that time. This will mean that there will be a good road all the way up the north bank from Vancouver to White Salmon.

While it was, of course, impossible for us to motor beyond the work at Cooks, information furnished by Mr. Gillis indicated that activity beyond that point is putting the road in better shape than it has ever been. For the motorist unfamiliar with that section it may be said that from the upper Little White Salmon valley the highway swings southeast along the east bank of the Little White Salmon, climbing to the top of the Underwood bluffs above the Columbia river. Thence it climbs down into the White Salmon canyon and to the town of Underwood, which is located on the Columbia river at the mouth of the White Salmon. This entire section is being graded and improved, so that when the Cooks unit is completed and opened this remaining portion of the road eastward will be in good shape.

Underwood Bridge in Use.

A bridge across the White Salmon river at Underwood was completed last year, but as the adjoining sections of the highway were not completed the bridge was not put into use. This year for the first time the bridge is being made use of, the highway crossing the bridge and climbing the east side of the White Salmon canyon to the heights upon which are located the town of White Salmon.

The greatest additional development planned for the immediate future on the North Bank road, Mr.

(Continued on Page 7.)